

Approved For Release 2002/07/10 : CIA-RDP75B00326R000100200018-4

FILE INFO

REPRODUCTION PROHIBITED

20 MAY 74 13 08z

ACTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

25X1A SECRET 200345Z MAY 74 CITE [ ] 0308

25X1A IMMEDIATE [ ]

25X1A IDEALIST

- RYBAT

RYBAT

REF: A.

COURIER PROBLEMS

B.

- COURIER PROBLEMS

C.

COURIER PROBLEMS

D.

DON'T DELAY TAKE

PLAY TAKE

25X1A E. [ ] - SUGGESTS A [ ] BE BRIEFED AND

25X1

STATES DECISION UP TO USAFE

SUBJ: "ALL FOR WANT OF A HORSESHOE NAIL."

25X1A FOR [ ]

1. APPRECIATE CONSTRUCTIVE CRITICISM, BUT THERE ARE A FEW FACTS OF WHICH YOU ARE UNAWARE. FIRST, THE T-39 WAS NOT HELD UP IN EXCESS OF AN HOUR WAITING FOR THE TAPE TO BE DUPED. THE T-39 WAS TURNED AROUND IN ONE PLUS FIFTEEN. AS A PILOT YOU CAN CERTAINLY APPRECIATE THERE IS A CERTAIN AMOUNT OF TIME CONSUMED IN TAXIING, REFUELING, REFILING (STOPOVER FLT PLANS NOT ALLOWED UNDER ICAO), AND RECEIVING NECESSARY CLEARANCES. WRAPPING THE TAPE AND DUPING THE TAPE WERE PERFORMED COINCIDENT WITH, AND NOT AFTER THOSE ACTIONS REQUIRED TO GET THE T-39 AIRBORNE. THE TAPE WAS READY AT ABOUT THE SAME TIME THE

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T-39 PILOTS ARRIVED AT OUR HANGAR. AT THAT TIME THE AVIONICS REP REPORTED THE TAPE WOULD BE READY WITHIN TWENTY FIVE MINUTES.

ALTHOUGH AWARE THE TAKE SHOULD NOT BE DELAYED, WE ASSUMED THERE WAS SOME LATITUDE FOR JUDGEMENT AS TO WHAT WOULD CAUSE A DELAY. IN VIEW OF [ ] SCHEDULED DEPARTURE OF 2325Z AND ESTIMATED TIME ENROUTE

FOR THE T-39, WE DID NOT SEE HOW AN EXTRA TWENTY FIVE MINUTES COULD POSSIBLY HAVE ANY EFFECT, SINCE SCHEDULED ARRIVAL TIME [ ]

WAS SIX HOURS PRIOR TO SCHEDULED DEPARTURE OF [ ] IN ANY EVENT, THE MAXIMUM DELAY CAUSED BY WAITING FOR THE TAPE WAS 15-20 MINUTES.

TO IMPLY THAT THIS WAS THE TOTAL CAUSE OF A HALF DAY DELAY AT DESTINATION IS INACCURATE AND GROSSLY UNFAIR. THERE WAS OVER A TWO HOUR

GROUND TIME AT [ ] YOU DID NOT MENTION THIS; ONLY THE DELAY AT

[ ] ALSO, THE IMPLICATION THAT THIS INFORMATION WAS DELIBERATELY CONCEALED IS UNWARRANTED IN VIEW OF OUR KNOWLEDGE OF REF B. THE ONLY REASON IT WAS NOT MENTIONED IN REF C IS THAT IT WAS NOT, AND STILL IS NOT CONSIDERED SIGNIFICANT.

2. CONCUR THAT COURIER MOVEMENT IS OSA ~~POYQ 4/5, 156~~ RESPONSIBILITY, HOWEVER,

TOTAL TAKE MOVEMENT IS [ ] RESPONSIBILITY. IT WAS CERTAINLY NOT OUR INTENT TO BE CRITICAL OF OSA IN REF C, BUT TO SOLICIT ASSISTANCE FROM SAC BY HAVING THEM TASK THE 98SW IN ORDER TO MAKE SAC FLIGHTS

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AVAILABLE IN THE EVENT MAC FLIGHTS DID NOT PROVIDE THE BEST TIMELINESS AND TO MAKE SAC GENERALLY AWARE OF WHAT APPEARED TO BE WRONG IN AN ATTEMPT TO PREVENT RECURRENCE. SENDING REF C ACTION TO SAC MAY HAVE BEEN QUESTIONABLE, HOWEVER, THEY WOULD HAVE BEEN INFORMED EVEN THOUGH INFO ADDRESSEE. THERE IS A SAC LIAISON OFFICER HERE. HE KNOWS WHAT WAS WRONG AND FEELS SAC AS THE OPERATIONAL COMMAND SHOULD KNOW ABOUT IT. I AGREE WITH HIM. WE HAVE AN EXCELLENT WORKING RELATIONSHIP, AND I HOPE YOU DO NOT EXPECT ME TO PLACE HIM IN THE POSITION WHERE HE CANNOT COMMUNICATE WITH HIS PARENT COMMAND.

3. THE "TAKE MOVEMENT SHOW" COULD HAVE BEEN BETTER, HOWEVER YOU OVERLOOKED THE BASIC CAUSES; A BROKEN AIRCRAFT AND LACK OF FORMAL TASKING. TO STOP   AND BRIEF THE AIR TERMINAL MANAGER ON THE NEED FOR EXPEDITIOUS MOVEMENT OF   *CARGO OR PERSON* ~~GR JE 194534 9~~ 25X1A

NEL, REF E, PARA 3, SIMPLY DOES NOT GET THE JOB DONE. THE ONLY WAY *THE SITUATION* ~~WYE SITUATION~~ CAN BE CORRECTED IS TO FORMALLY TASK MAC AND USAFE.

HAD THIS BEEN DONE THE AIRCRAFT THAT DEPARTED   JUST PRIOR TO 25X1A THE ARRIVAL OF OUR COURIER WOULD HAVE WAITED. AS IT WAS, YOU WERE TRUSTING TO PURE LUCK TO EXPECT THE COURIER TO ARRIVE IN TIME TO CATCH AN AIRCRAFT FOR WHICH HE WASN'T SCHEDULED, AND WHICH TOOK OFF THREE HOURS PRIOR TO HIS SCHEDULED FLIGHT DEPARTURE.

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4. IN SHORT, I AM INTERESTED IN CORRECTING THE SITUATION <sup>A</sup>ND  
GETTING ON WITH THE JOB, BUT CANNOT ACCEPT THE THESIS THAT OUR  
MINIMAL DELAY CAUSED A TRAGEDY. E-2 IMPDET

S E C R E T

BT